

Valley Project Management Process



General

- Mission
- Organization
- Corridor Assignments



Regional Freeway System to Regional Transportation Plan



Development

- Management Consultant Process
- Public Relations Firms
- Project Development
- Change Management Process
- Scoping
- Material Change
- Enhancement Policy

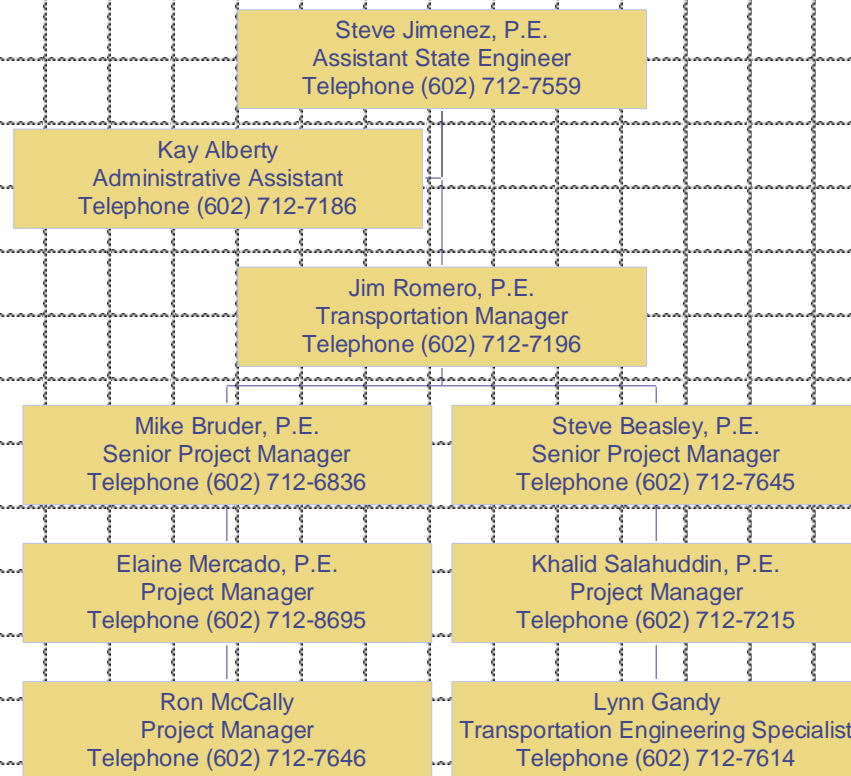
Valley Project Management Mission Statement

Mission: "To provide a safe and efficient transportation system that meets the needs of our customers through the planning and programming of the MAG Regional Transportation Plan and by providing quality project management services that deliver this Regional Transportation Plan and other Phoenix area projects."

How do we accomplish our mission?

- ◆ By determining and maintaining project scope, schedules and budgets from scoping through construction and maintenance.
- ◆ Through team building with ADOT and non-ADOT stakeholders.
- ◆ By developing and administering consultant contracts and sustaining communication throughout project phases with all interested parties.

Valley Project Management Organizational Chart



Valley Project Management Corridor Assignments

Jim Romero
Transportation Manager

- ◆ I-10 Maricopa Freeway
 - Corridor Improvement Study
- ◆ SR 143 Hohokam Freeway
- ◆ SR 202 L Santan Freeway
 - Baseline to Dobson
- ◆ Williams Gateway

Valley Project Management Corridor Assignments

Steve Beasley
Senior Project Manager

- ◆ I-17 Black Canyon Freeway – (Phoenix District)
- ◆ SR 202L Red Mountain Freeway
– University to Southern
- ◆ SR 303L Estrella Freeway

Valley Project Management Corridor Assignments

Mike Bruder
Senior Project Manager

- ◆ SR 101L Price Freeway
- ◆ SR 202L South Mountain Freeway
- ◆ SR 202L Red Mountain Freeway
 - Power Road to University Drive

Valley Project Management Corridor Assignments

Elaine Mercado

Project Manager

- ◆ I-10 Papago Freeway (West of SR 51)
- ◆ SR 202L Red Mountain Freeway
 - Except Power through Southern Sections

Valley Project Management Corridor Assignments

Khalid Salahuddin

Project Manager

- ◆ US 60 Grand Avenue (SR 303L to I-17)
- ◆ US 60 Superstition Freeway
- ◆ SR 202L Santan
 - Landscaping

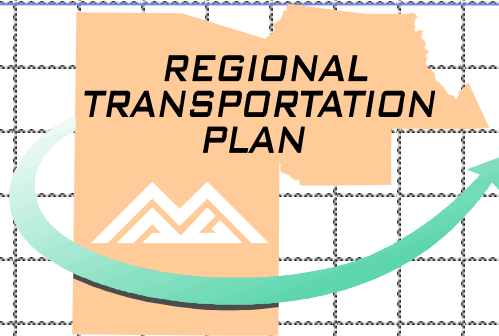
Valley Project Management Corridor Assignments

Ron McCally
Project Manager

- ◆ SR 51
- ◆ SR 101L Agua Fria and Pima Freeways
- ◆ SR 153 Sky Harbor Freeway
- ◆ SR 202L Santan Freeway
 - Dobson to I-10
 - Price/Santan TI
 - I-10 Wildhorse Pass TI

Regional Transportation Plan

**REGIONAL
TRANSPORTATION
PLAN**

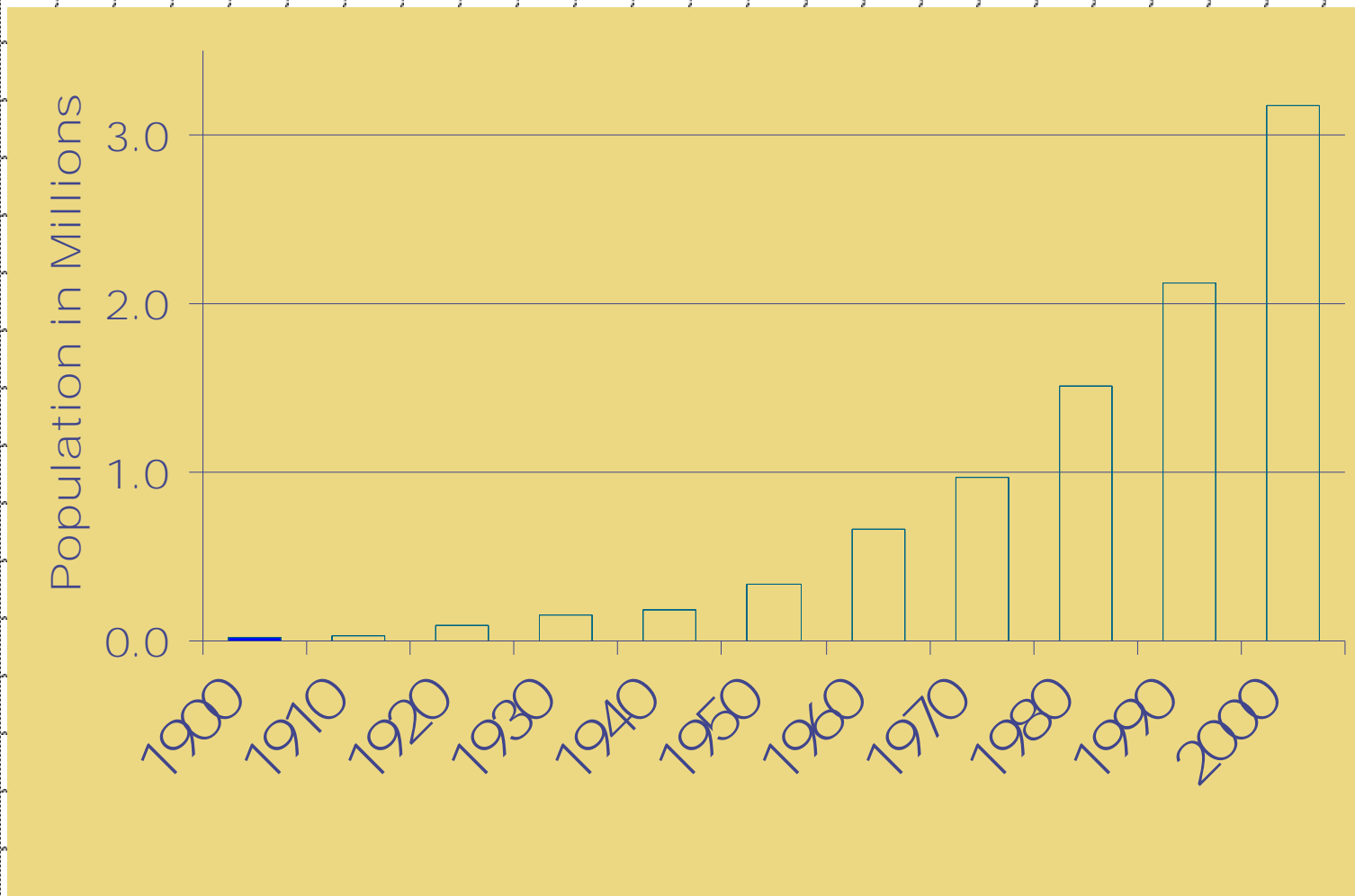


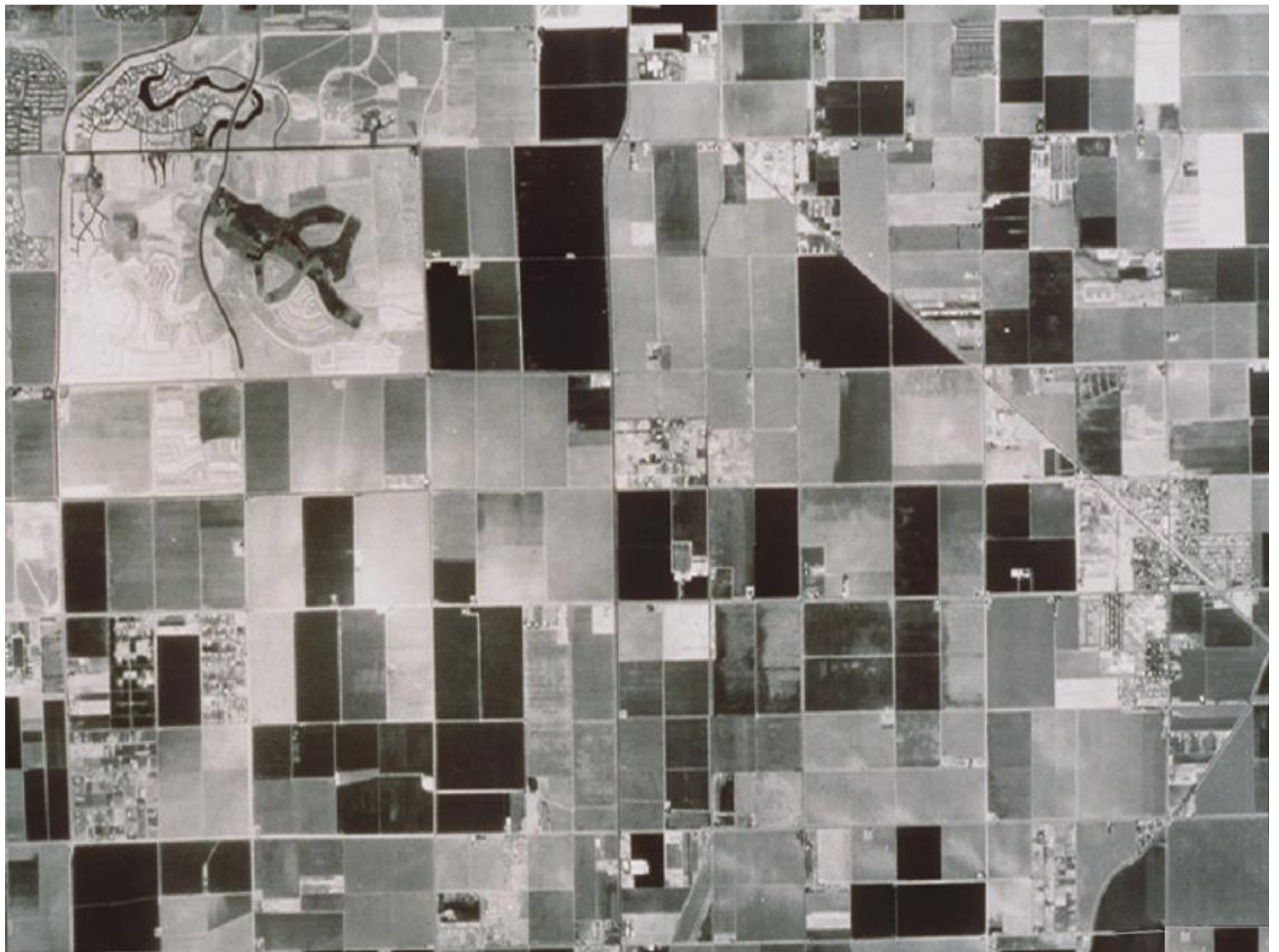
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**MARICOPA
ASSOCIATION of
GOVERNMENTS**

Maricopa County's population
grew by about 45% each decade
since 1960



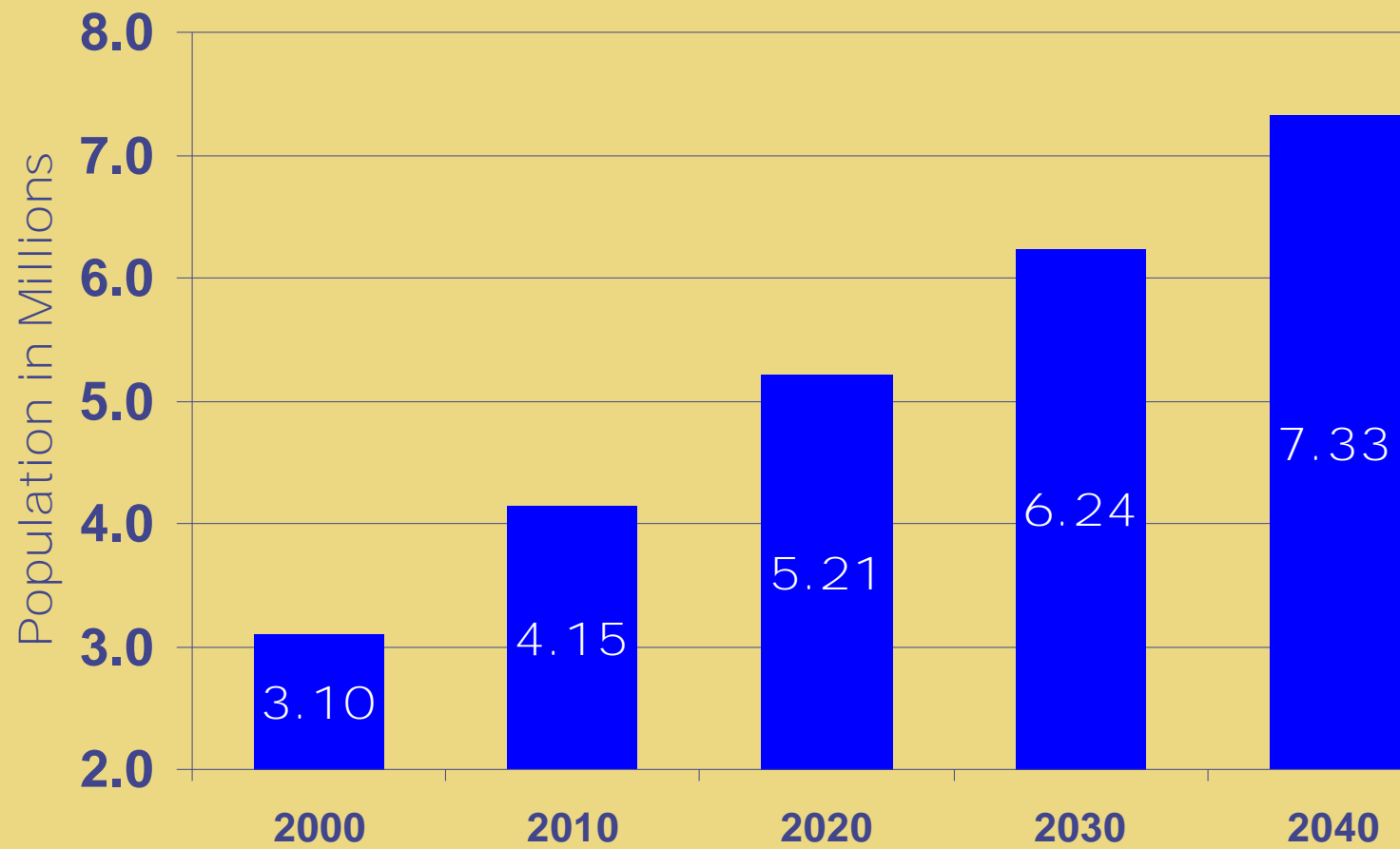


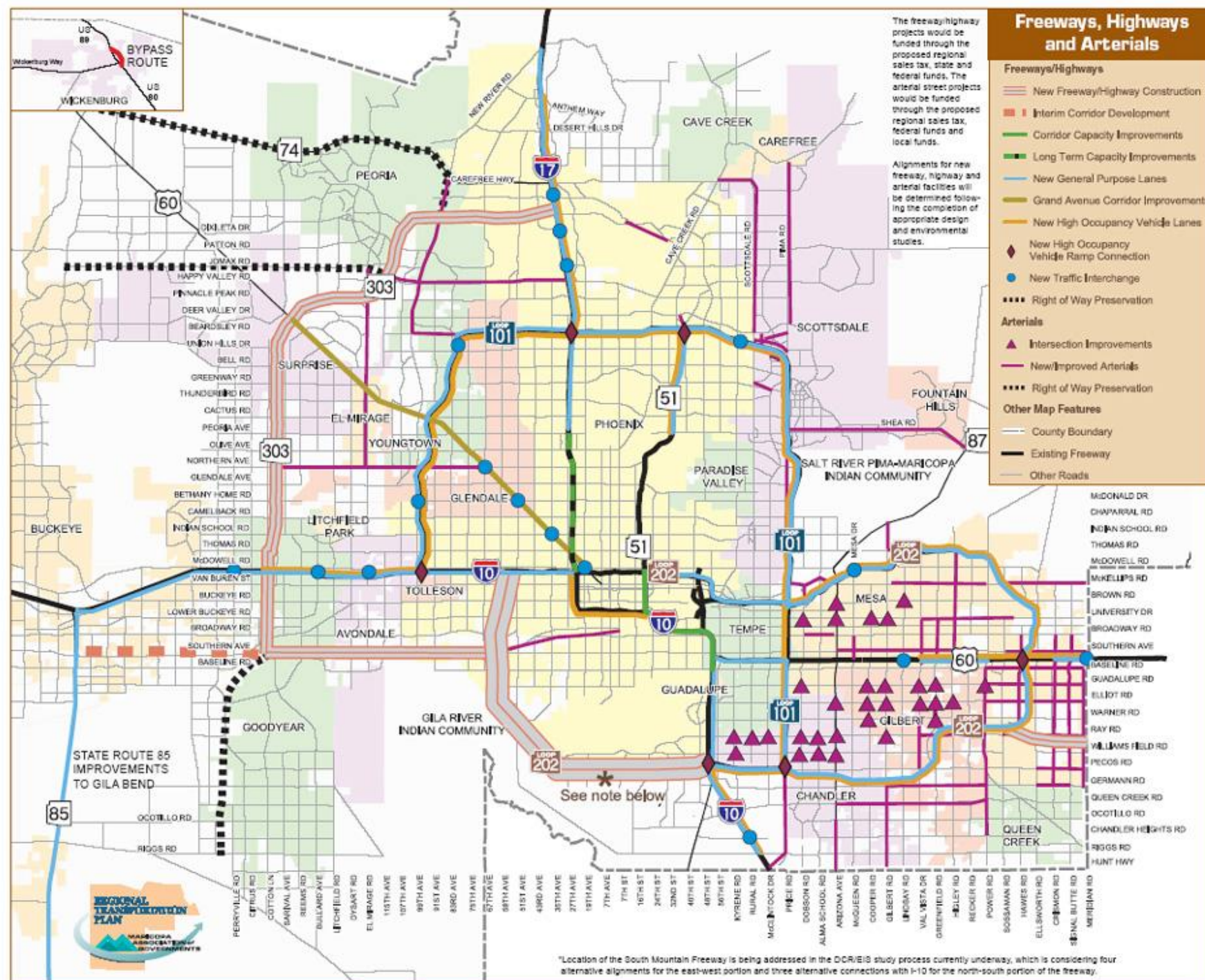






The region will continue to grow.





¹Location of the South Mountain Freeway is being addressed in the DCR/EIS study process currently underway, which is considering four alternative alignments for the east-west portion and three alternative connections with I-10 for the north-south portion of the freeway.

Phasing Factors

- ◆ Traffic Demand and Congestion
- ◆ System Continuity
- ◆ Revenue Availability
- ◆ Bonding Capacity and Strategies
- ◆ Project Cost
- ◆ Project Development Process
- ◆ Project Readiness
- ◆ Concurrent Progress on Multiple Projects

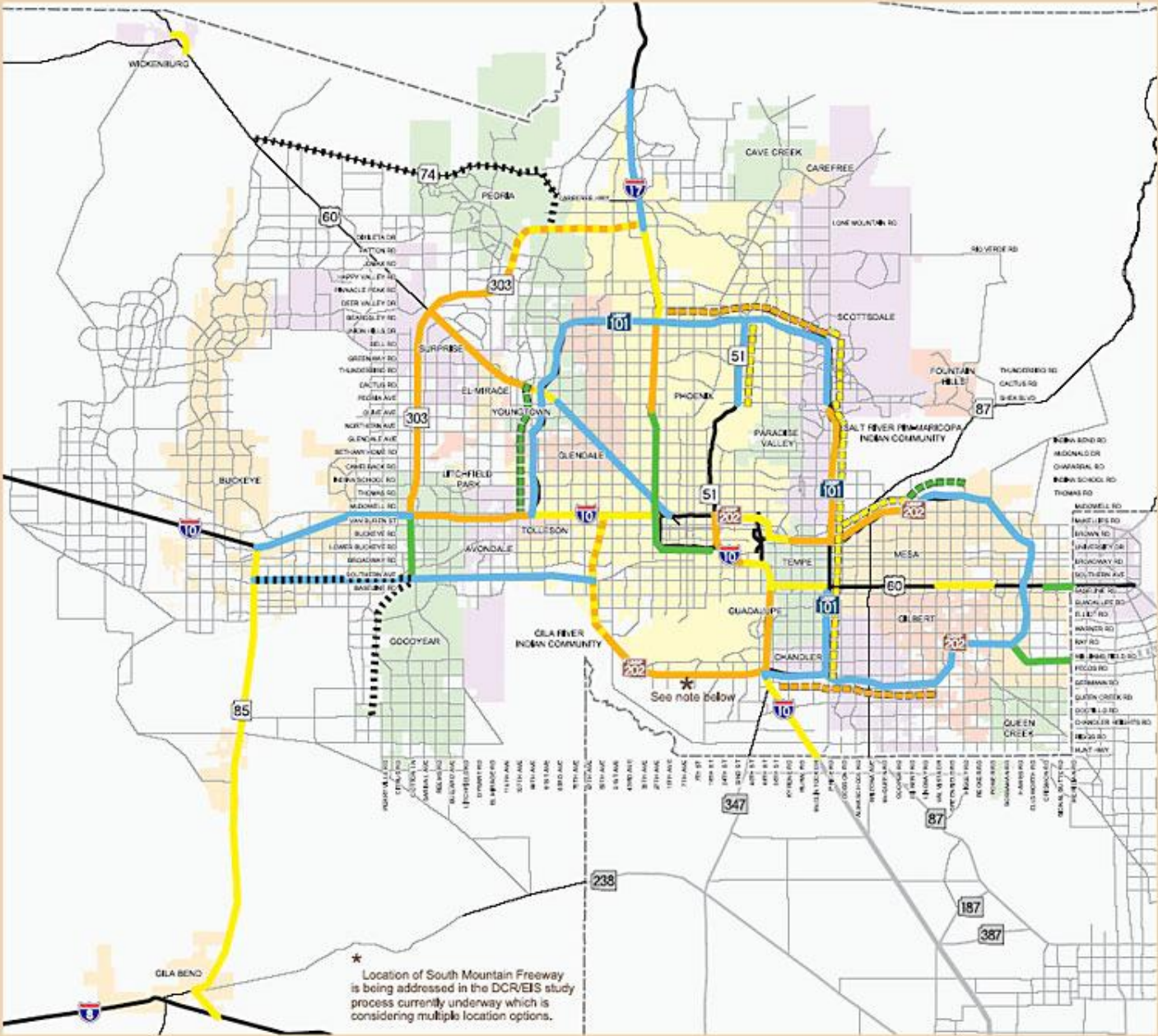
Regional Transportation Plan

Fig 8-4



Plan Phasing
Freeways/Highways

- Phase 1 (FY 2005 - FY 2010)
 - Phase 2 (FY 2011 - FY 2015)
 - Phase 3 (FY 2016 - FY 2020)
 - Phase 4 (FY 2021 - FY 2026)
 - Right of Way Preservation Phase 1 - 4
 - Future Corridor
 - County Boundary
 - Freeways
 - Highways
 - Other Roads
- Dashed lines represent HOV lane phasing where different from General Purpose lane phasing



Regional Transportation Plan

Fig. 8-5



Plan Phasing
New Interchanges
and HOV Ramp
Connections

- New Traffic Interchange
- ◆ New System HOV Ramp Connections
- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Right of Way Preservation
- Future Corridor
- County Boundary
- Freeways
- Highways
- Other Roads

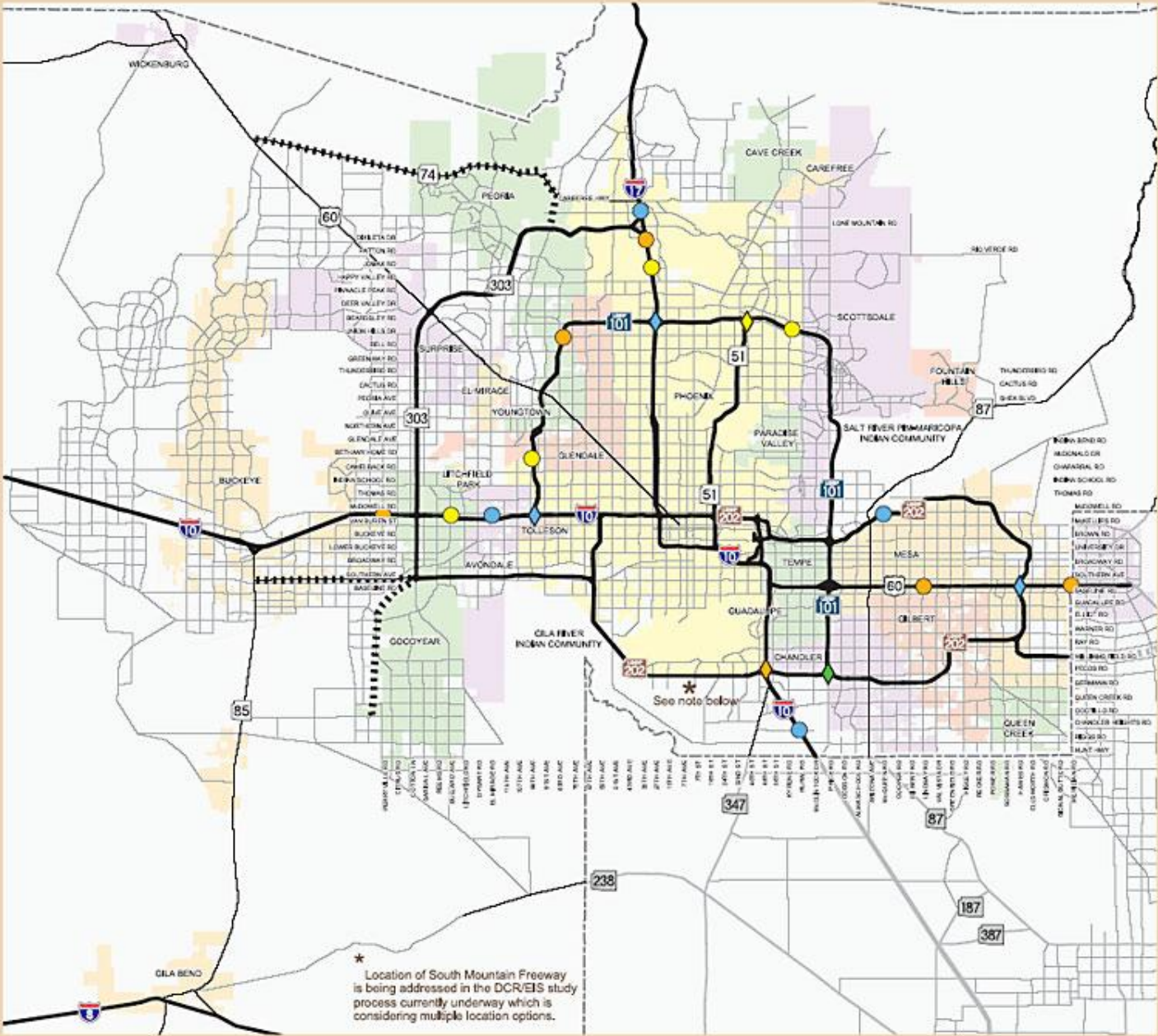
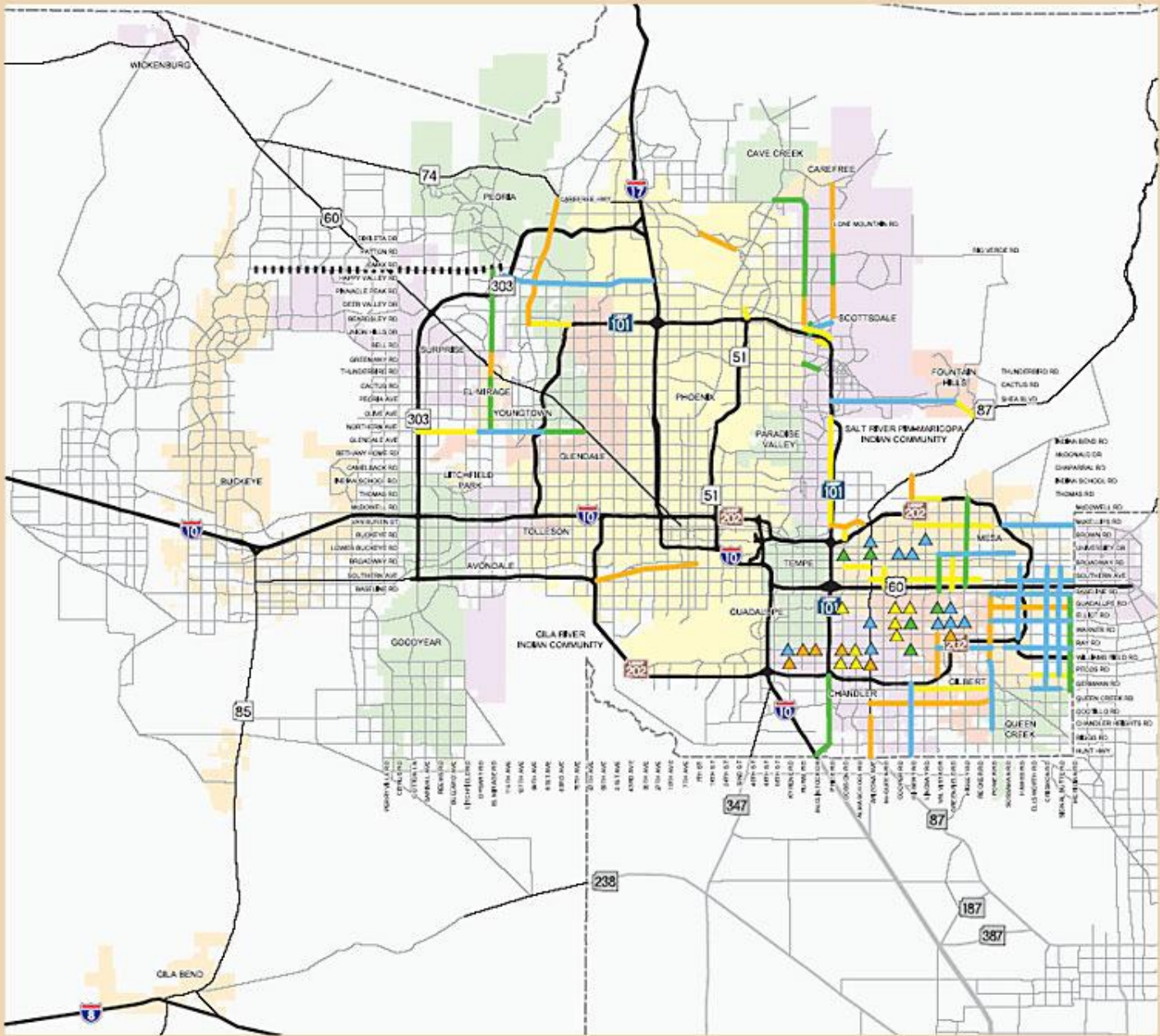


Fig. 9-4



Plan Phasing
New/Improved Arterials

- ▲ Improved Intersections
- New/Improved Arterials
- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Right of Way Preservation
- County Boundary
- Freeways
- Highways
- Other Roads

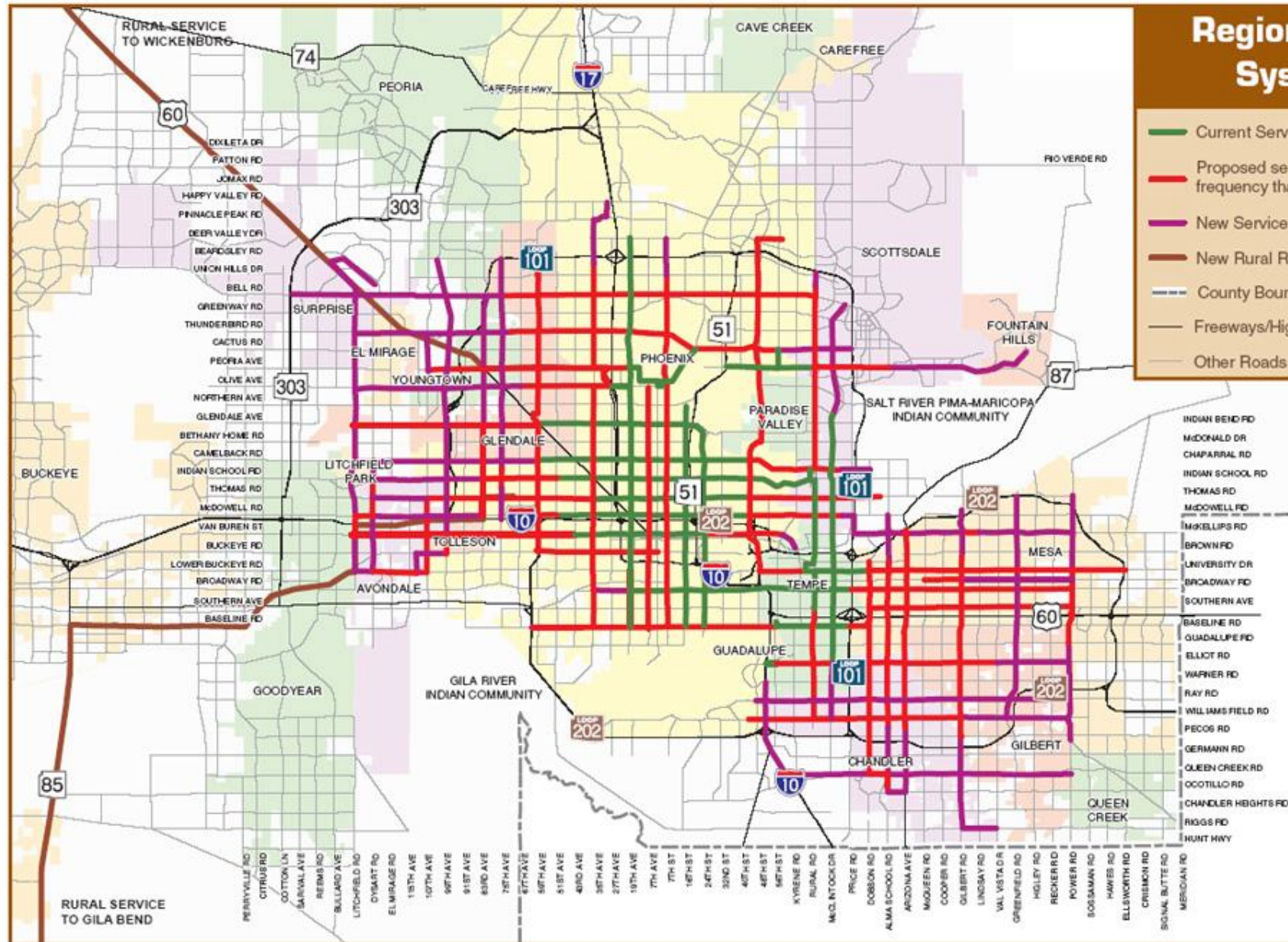


Regional Bus System

- Current Service
- Proposed service has greater peak frequency than current service
- New Service
- New Rural Routes
- County Boundary
- Freeways/Highways
- Other Roads

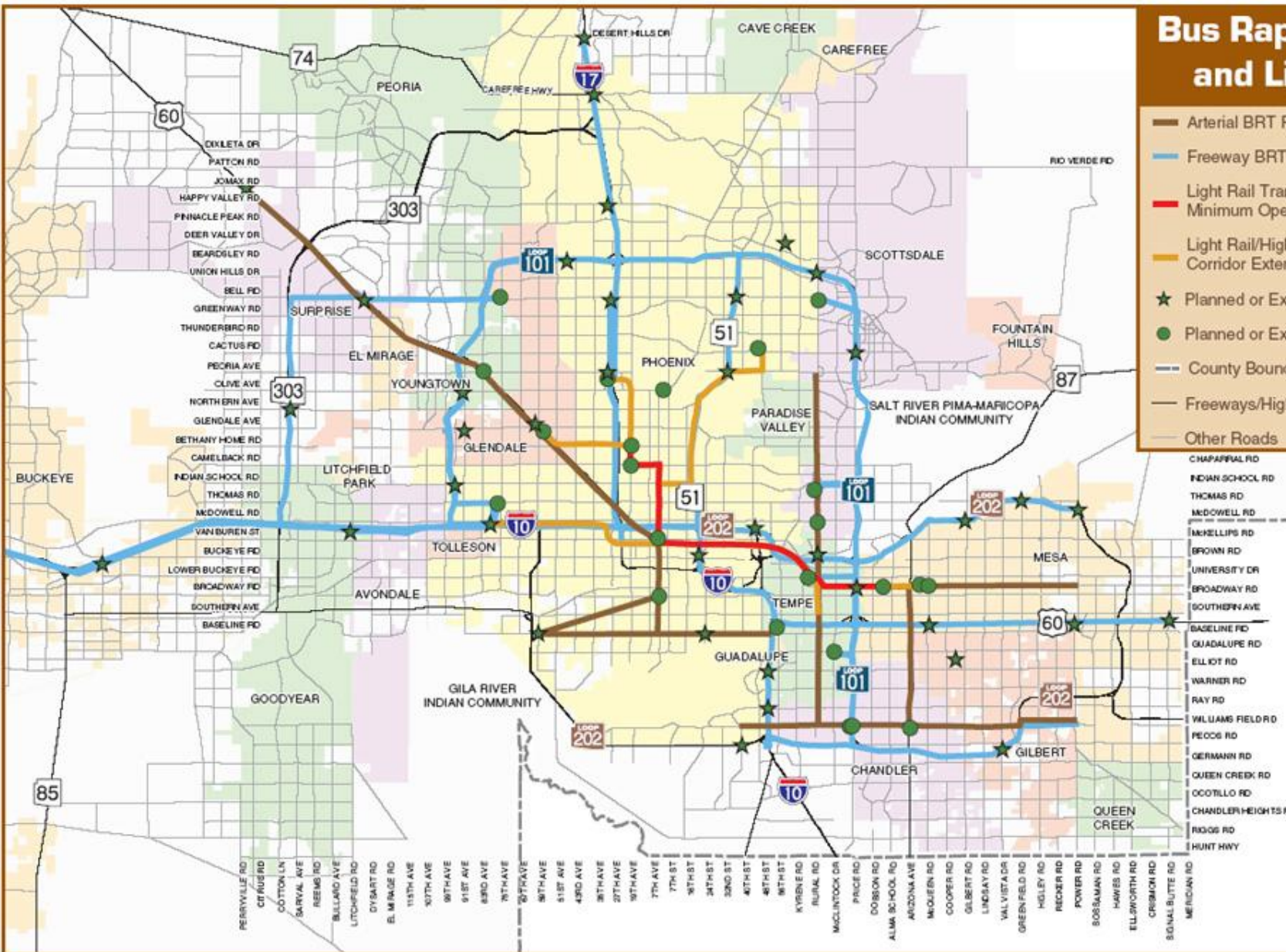
INDIAN BEND RD
 McDONALD DR
 CHAPARRAL RD
 INDIAN SCHOOL RD
 THOMAS RD
 McDOWELL RD
 McKELLIPS RD
 BROWN RD
 UNIVERSITY DR
 BROADWAY RD
 SOUTHERN AVE
 BASELINE RD
 GUADALUPE RD
 ELLIOT RD
 WARNER RD
 RAY RD
 WILLIAMS FIELD RD
 PECOS RD
 GERMAIN RD
 QUEEN CREEK RD
 OCOTILLO RD
 CHANDLER HEIGHTS RD
 RIGGS RD
 HUNT HWY

The regional bus system would be funded through the proposed regional sales tax, federal funds and local funds.



Bus Rapid Transit and Light Rail

- Arterial BRT Routes
- Freeway BRT Routes
- Light Rail Transit – Approved Minimum Operating Segment
- Light Rail/High Capacity Corridor Extensions
- ★ Planned or Existing Park-and-Rides
- Planned or Existing Transit Centers
- County Boundary
- Freeways/Highways
- Other Roads



The BRT and LRT/High Capacity Transit projects would be funded through the proposed regional sales tax, federal funds and local funds.

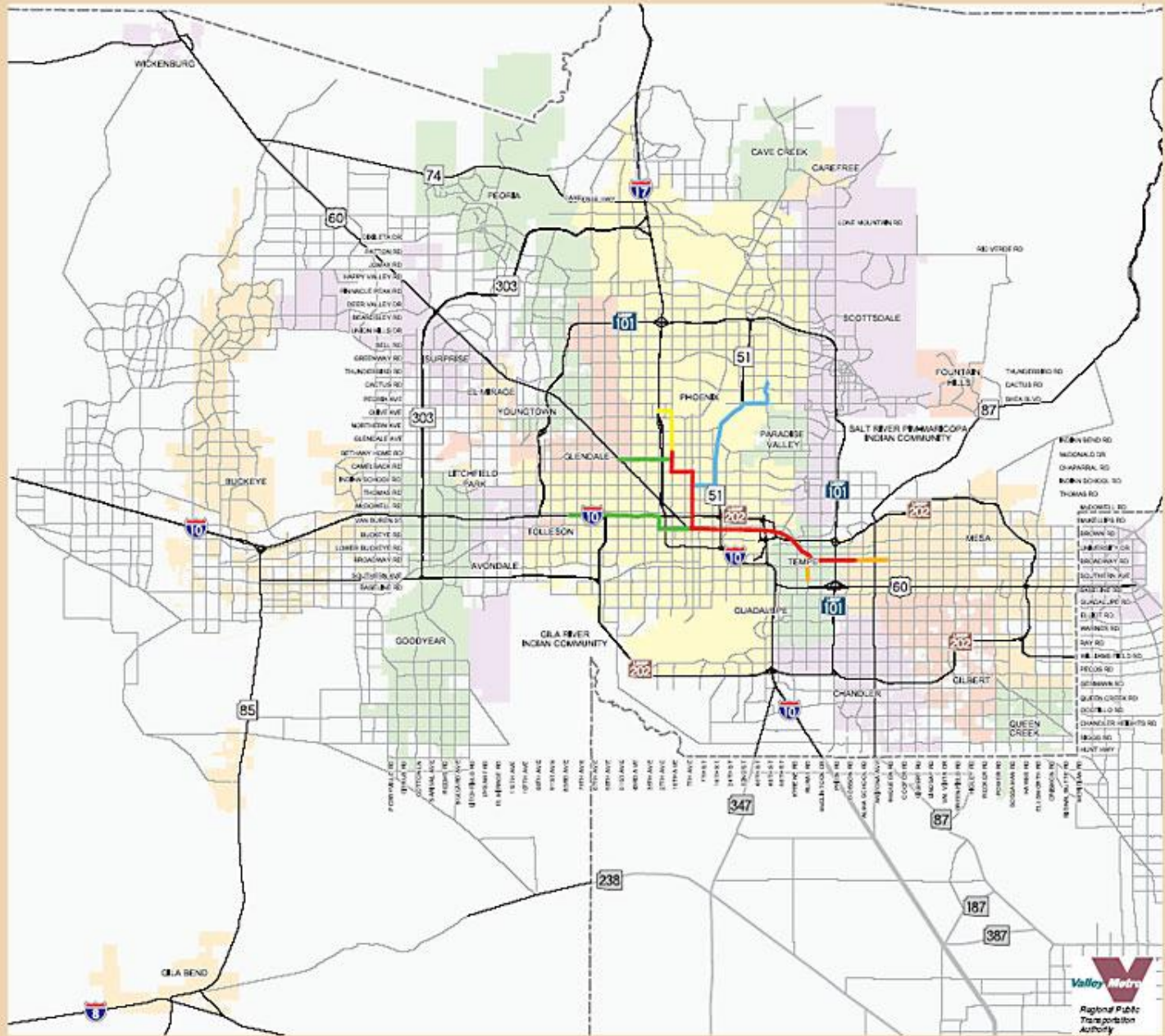
Alignments for light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Fig. 10-7



Identified High Capacity Corridors
Plan Phasing

- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Phoenix Minimum Operating Segment
- County Boundary
- Freeways/Highways
- Other Roads



Economic Benefits

◆ A strong economy is dependent on a good transportation system.

Congestion costs time and money

Transportation = jobs.

Cities with a substantial commitment to sustainable transportation do better economically.

The Plan represents four times the original investment in the Central Arizona Project.

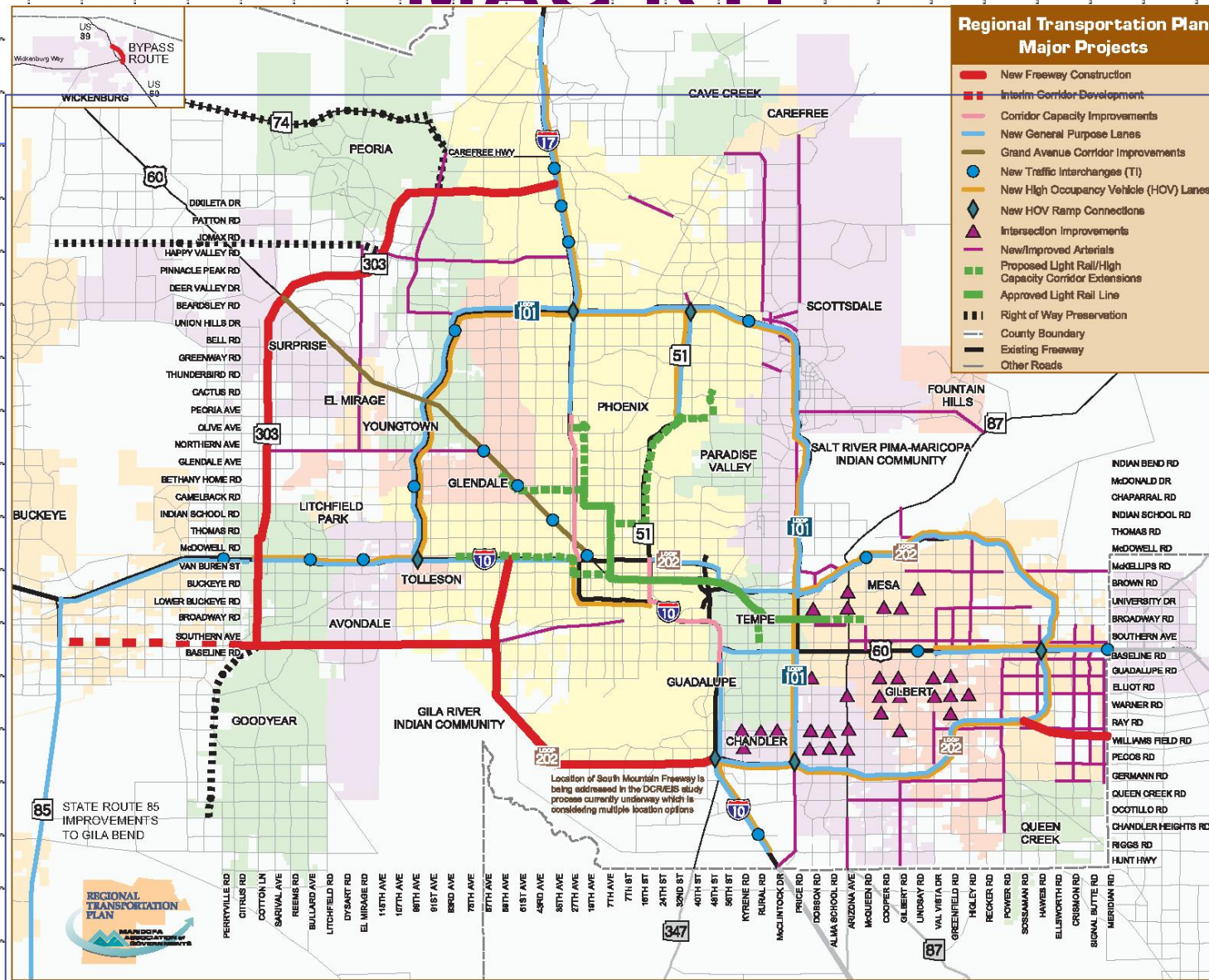
Generates 10,600 jobs annually.

Industry output will increase \$1.3 billion per year (\$27.6 billion over life of Plan).

Accountability & Oversight

- ◆ Firewalls established.
- ◆ Life Cycle Program implemented for freeways, transit & streets.
- ◆ Material cost change and enhancement policies continue.
- ◆ Highway acceleration policy expanded for use by street projects.
- ◆ Independent audit every five years.
- ◆ Major changes require a strict amendment process.
- ◆ Citizens Transportation Oversight Committee will monitor the Plan.

MAG RTP



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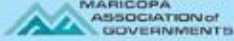
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[Transportation Policy Committee](#) [MAG Regional Transportation Plan](#) [Let's Keep Moving Public Meetings](#)

Let's Keep Moving!


Transportation Committee Approves Major Transportation Plan

Unanimous Vote Called "Historic."

- [Read the complete news release.](#)
- [The Regional Transportation Plan Final Draft Summary is available for download.](#)

Other recent releases:

- [MAG Hosts Public Meetings on Transportation](#)
- [Download the Public Meetings Flier](#)
- [Download the Regional Transportation Plan Final Draft Stage August 2003](#)
- [Download the Draft RTP Summary Sheet](#)
- [Download the Public Meeting Powerpoint Presentation](#)



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Valley Project Management

Management Consultant Role

- ◆ Assist VPM in corridor and program management
- ◆ Prepare scoping documents
- ◆ Prepare environmental document
- ◆ Prepare General Plan (30% design)

Valley Project Management

Jim Romero & DMJM
Southeast Valley & MC+

- ◆ I-10 Maricopa (East of SR 51)
 - ◆ Santan Freeway
 - ◆ Williams Gateway
 - ◆ Superstition Freeway
 - ◆ Red Mountain Freeway
 - ◆ Program Management

Valley Project Management

Steve Beasley & PBQD
Northwest Valley

◆ I-17

◆ Loop 303

◆ Grand Avenue

Valley Project Management

Mike Bruder & HDR
Southwest Valley

- ◆ I-10 Reliever (SR 801)
- ◆ I-10 Papago (West of SR 51)
- ◆ South Mountain (Loop 202)

Valley Project Management

Public Relations Firms

- ◆ Northwest Valley – Engineering Alliance
 - ◆ Central - SR Beard & Associates
- ◆ Southwest Valley – Policy Development Group
- ◆ Southeast Valley – Partners for Strategic Action
- ◆ Public involvement, government relations, public & media relations

Valley Project Management

Project Development Process



Valley Project Management

Scoping

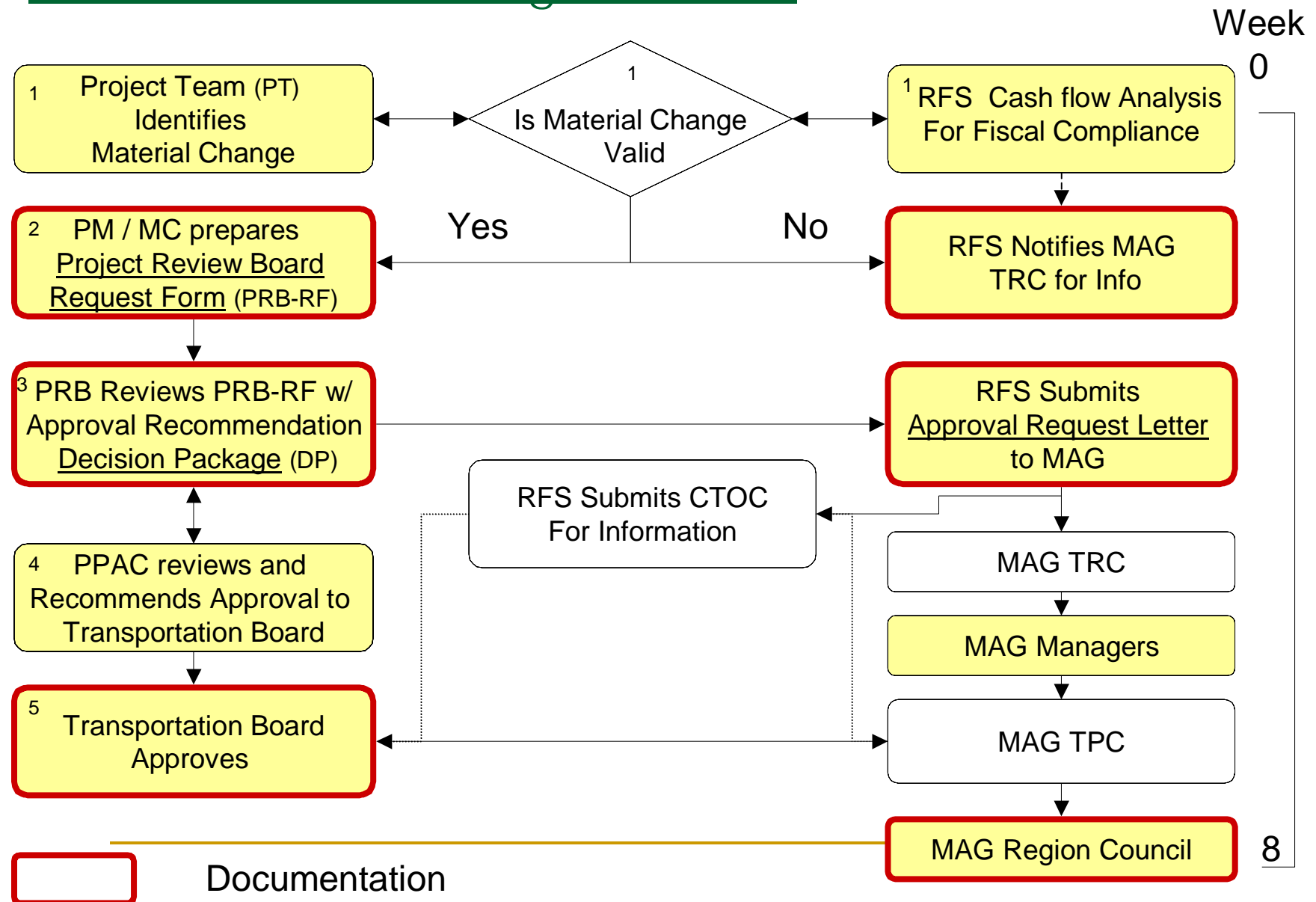
- ◆ VPM not typically directly involved
 - ◆ Pre-Design function
- ◆ VPM involved during RTP start-up
 - ◆ KEY:
- ◆ Establish Date of Public Knowledge

Valley Project Management

Change Management Process

- ◆ Material Change & Enhancement Policy
- ◆ ADOT – Project Review Board, Priority Planning Advisory Committee, State Transportation Board
- ◆ MAG – Transportation Review Committee, Management Committee, Transportation Policy Committee, Regional Council

RTP Material Change Process



Valley Project Management

Material Cost Change

- ◆ Budget increase greater than 5%, but not less than \$500,000
- ◆ Any increase greater than \$2.5 million

Valley Project Management

Material Scope Change

- ◆ Mile change in project limit
- ◆ Horizontal alignment outside adopted corridor requiring environmental update
- ◆ Profile classification change
- ◆ Change in interchange location
- ◆ New projects

Valley Project Management

Material Schedule Change

- ◆ Start of design, right of way or construction that changes a project completion by 3 months
- ◆ Project completion (open to traffic) beyond the year shown on latest Certification Map

Valley Project Management

◆ Enhancement Policy

◆ "An addition, substitution or modification that exceeds generally accepted engineering or design standards..."

◆ Requesting agency responsible for cost differential

◆ Requesting agency responsible for maintenance

◆ Agreements through Joint Project Agreement (JPA)

Q & A

- ◆ How do you define scoping? Can scope changes occur throughout the development of a project?
- ◆ What does VPM feel the advantages are to having the environmental consultant as part of the prime engineering firm contract rather than using an EEG on-call consultant?